

Intimation.

Powell's

Alexandra

Buildings

GREAT

CASH

SALE

NOW ON

ENORMOUS

REDUCTIONS

POWELL'S

ALEXANDRA

BUILDINGS

Hongkong, 5th February, 1910.

Intimations.

HONGKONG JOCKEY CLUB.

RACE MEETING.

TUESDAY, WEDNESDAY, THURSDAY
AND SATURDAY (OFF-DAY).
15TH, 16TH, 17TH AND FEBRUARY.TICKETS OF ADMISSION to the GRAND
STAND and ENCLOSURE may be
obtained from Messrs. KELLY & WATSON, Ltd.,
or at the Gate. Price \$7 for the Meeting
(including the OFF-DAY), or \$5 per day. Tickets
for the OFF-DAY, \$3.No one admitted without a Ticket, to be
shown to the Ticket Inspector at the Gate.T. F. HOUGH,
Clerk of the Course.
Hongkong, 1st February, 1910. [15]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of
the presence of the LADIES at the
GRAND STAND and the ENCLOSURE
during the Races, 15th, 16th, 17th and 19th inst.
A Stand and Enclosure will be reserved for
Members and Members' Wives and Families.
Tickets for which will be sent out with the
Members' Tickets on the 7th inst.All Tickets must be produced to gain
admission.Special accommodation will be reserved as
in recent years for Chinese Ladies and their
Female Attendants in the Stand erected on the
plot of ground next to the Lusitano Club Stand.T. F. HOUGH,
Clerk of the Course.
Hongkong, 1st February, 1910. [153]

HONGKONG JOCKEY CLUB.

NO CHILDREN under the age of 14 years
will be admitted into the Enclosure.T. F. HOUGH,
Clerk of the Course.
Hongkong, 1st February, 1910. [154]

HONGKONG JOCKEY CLUB.

PASSES for Servants will be issued on
application to the Undersecretary on
SATURDAY, 12th, and MONDAY, 14th
instant.No Servants will be allowed inside the
ENCLOSURE of the Race Course during the
Race day WITHOUT TICKETS, which can
be had on application to the Undersecretary.
These Tickets are only available for servants
while in attendance on their employers or when
on duty at the various Stands.Any Chinese found loitering about with
Servants' passes in their possession, will be
fined and the holders thereof will be removed
from the Enclosure.T. F. HOUGH,
Clerk of the Course.
Hongkong, 1st February, 1910. [155]

NOTICE.

THE only Edition of the RACE BOOK
and PROGRAMMES authorized by
the Stewards of the JOCKEY CLUB are those
printed by Messrs. NORONHA & CO.T. F. HOUGH,
Clerk of the Course.
Hongkong, 1st February, 1910. [157]OSMAN &
CASUM,

1 & 3, D'ARQUILAR STREET.

JUST UNPAKED.

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully
executed.

Hongkong, 6th September, 1909. [4]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS

from Shanghai, has re-opened their
FURNITURE STORE

at

No. 30, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.Have been patronised by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co., and other
leading establishments in the Colony, to
whom reference can be made as to the
Superior Workmanship and Materials of the
Furniture, &c., supplied.Messrs. A. S. Watson & Co., Ltd., write as
follows:—"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Assizes
to our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & Co.,

25th May, 1891.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1909.

MALAY RUBBER INDUSTRY'S
ROMANTIC HISTORY.

PRESENT AND FUTURE OF PRODUCT.

"Rubber," the very word has romance in it,
for fewer than two hundred years ago it was
thus named from the power of erasing lead
pencil marks, the very least of its modern
uses, and the "India" usually prefixed meant
the West Indies, not the East. "Caoutchouc"
is the proper term for the coagulated and pre-
pared latex from a number of trees, of which
the Hevea Brasiliensis is the chief. But it is
as "rubber" all the world over that the pro-
duct will be known.The Hevea Brasiliensis is a forest tree from
the enormous basin of the Amazon. It grows
freely in most tropical countries, wild in
America, cultivated in the Malay Peninsula,
India, the Islands of Java, Borneo and New
Guinea, and in Burma. The primary climatic
necessities are a temperature ranging between
73 deg. Fahr. and 9 deg. (in the shade), and a
rainfall of not less than 80 inches a year. The
Malay Peninsula gives just these conditions.
So do some of the other countries mentioned.PLANTING AND PREPARATION.
The dense tropical jungle has first to be felled
and, when dry, burned. While this is
going on the nursery is growing from seed or
from stumps, the baby Para rubber tree. This
is planted—the best results are obtained if the
trees are planted 20 ft by 20 ft—and all the plant-
ers have to do for the next four years is to keep
the plantation in order—some say by clean
weeding, others by planting catch crops of
tapioca, sesamum or wild passion flower—and
watch for white ants attacking the trees, or
fungus. In four years the trees are big en-
ough to be "tapped," which is done by cutting
through the outer bark into the latex cells, but
with care not to injure the true bark.A white milky juice exudes and is caught in
a cup. It is carried to a factory and there
coagulated by heat or chemicals till the juice
has turned into vegetable "curd" and "whey."
The "curds" form the "rubber" when it has
been washed and rolled and dried. From the
white juice of a tree it is turned into a valuable
article of commerce worth at times ten shillings
a pound.

FORM OF RUBBER.

In the Amazon the rubber is taken up on a
rod and smoked over a fire, the smoke of
which contains acetic acid and creosote. True
Para rubber still holds its own in the markets
of the world, both for quality and quantity, but
the process of collecting it from the wild trees,
the necessity of a heavy outlay of the capital
on slender security and the depletion of the
more easily worked forests, have caused the
supply to fall short of the demand, with a rise
in price from 3s. a pound to nearly 10s. a few
months ago, and at the present moment 9s. 8d.
Plantation rubber can be made for a little more
than a shilling a pound. Hence, given your
plantation, the extraordinary prosperity of the
industry.Not many rubber factories are adopting the
Brazilian method of smoking, though experts
consider that there is a great future in this
method of preparation, as giving the best
"nerve, fibre, pull and strength" to the mar-
ketable article. According to the method of
washing and rolling, we get "block" rubber,
first made at Lanndon Estates, Moar, Johore;
"cripps," which is long ribbons of rubber
formed by rollers revolving in opposite direc-
tions; "sheet," which is also a rolled rubber,
and "biscuit" from the form of the coagulat-
ing vessel. Scrap is the product obtained from
the tree where it is cut.FATE OF PLANTATION RUBBER.
Hevea was not planted in the Malay Penin-
sula till fourteen years ago. There are, here
and there, older trees, one-bog twenty-four
years old, and yielding 30 lb. of rubber a year.
Rich is the planter who possesses trees yield-
ing 15 lb. of rubber each year! If rubber went
down to half its present price, when they are
in full bearing, the thirty-eight million trees
already planted would produce rubber of the
enormous value of £10,000,000 a year, of which
£8,000,000 would be profit.The estimated capital in the Malay Penin-
sula rubber is £12,000,000. There should be
66 per cent. That is exactly what indivi-
dual companies are now paying easily, on their
nominal capital. What wonder then that, as in
the case of Batu Caves, the £1 shares stand at
54; and the Highlands and Lowlands (Selan-
gor), which paid 15 per cent. for 1908, stand at
£3? The growth of production is shown by the
outputs of the latter company: 1906, 134,381 lb.;
1907, 193,597, and 1908, 221,871 lb., estimated
crop for 1909, 300,000 lb.The older companies began planting in
1896-7, as a rule on a small scale. In 1903 there
was a great extension of planting. The last
two years have again shown an enormous
increase. The companies which were floated
in October this year disposed of capital of more
than a million sterling.

THE PRESENT COMPANIES.

There are three classes of companies
(1) The early companies, already large pro-
ducers, such as Bukit Rajah (Selangor), 210,081
pounds production in 1908 and net profit of
£37,822, paying a dividend of 55 per cent; (2)
companies just beginning to produce in a large
quantity, such as the Batu Tiga (Selangor),
which is cropping from 17,000 trees and (3)
development companies, which have the land
and have planted some of it, but cannot hope
to produce rubber for five years. The classes
naturally overlap, and many estates are in all
classes—for instance, the Malacca plantation,
which estimates its yield at 750,000 pounds for
1910, rising to ten times that amount in 1915.This corresponds to the growth of the rubber
industry in the peninsula—at 4 shillings a
pound, £1,700,000, eight years ago; in 1908,
£7,000,000, and in the current year, £1,000,000.
But since rubber has been miles above 4 shil-
lings the value of Malayan plantation rubber
this year will be nearly £2,000,000.

FUTURE OF THE INDUSTRY.

Least the rapid growth of the trade
should frighten investors it should be ad-
vised that £1,500 tons supply produced in1908 is just 1 per cent of the world's sup-
ply. This leaves an ample margin for the
expanding of the production in the next five
years, without doing more than reduce the
price to such an extent as will increase the use
of the rubber in hundreds of other ways, now
impossible owing to the high price. There
were in Malaya, at the beginning of 1909, 417
estates, with 762,408 acres, of which one-third
are planted with rubber, the number of trees
being 38,000,000. The average production to
the tree was about 2 lb.; the average price for a
pound of cured rubber, 4s 3d; the average cost
of production, 1s.There are 80,000 coolies employed on the
plantations, of whom 50,000 are natives of
India, 15,000 Chinese, 5,000 Malays and 5,000
Javanese. The land already occupied is a mere
fraction in the Malay Peninsula—one thousand
square miles out of 26,000, most of it available
for rubber.

RUBBER AS INVESTMENT.

At present companies with a capital of six
million sterling are valued on the stock
markets at 17 millions. The older companies
are, of course, at an advantage and can look
forward during the next five years on receiving
anything from 15 to 75 per cent. of their actual
capital.The price of rubber may fall largely. But
as it is now being produced at 1s. a pound and
selling at 4s, there is obviously a large
margin to work on. And a lower price will
mean a greater consumption. Plantations
may become diseased. At present there is the
dread of white ants, of a small boring beetle
and of several kinds of fungus. The planters
are not unwise to work locating and isolat-
ing these pests.Still, one never knows, and old planters in
the Peninsula remember the coffee fungus
which destroyed the industry. What was left
fell before the enormous production of South
America. Will a revival of the Amazon trade
cut out plantation rubber? Hardly, consider-
ing the ease and certainty of producing plan-
tation rubber and the margin there is for improve-
ment in quality and method of curing. Final-
ly, there is the bogey of Synthetic Rubber, in
which not even the most confirmed pessimist
believes.—N. Y. H. Singapore Correspondent.

HALLEY'S COMET.

Halley's comet, which is making such a stir
in the astronomical world, is still a very faint
object in the heavens and cannot be seen ex-
cept through a good-sized telescope of about
6 or 7 inches aperture. Very few amateurs are
likely to possess instruments of this size, and
they will have to wait some time longer before
the comet "swims into their ken." It is still
several hundred millions of miles away from
us, and only an astronomer can distinguish it
at all in the telescope, from the surrounding
faint stars. But it is approaching us rapidly,
at the rate of about 3 millions of miles a
day, and so should steadily brighten up.
On December 1, it was very close to the star
Aldebaran and of the brightness of the
13th magnitude. It may now be looked for in
the constellation Taurus, some distance west
of Aldebaran and south of Pleiades.The most recent calculations on the motion
of the comet indicate April 20, 1910, as the day
of perihelion passage—that is, it will be nearest
to the sun on that day. But more than a hun-
dred millions of miles will still separate it from
the earth, and only a month later, on May 20,
will it be closest to us, when there will be 14
millions of miles distance between us, and
afterwards the distance will increase. A comet
may be expected to make the best show in the
sky when it is nearest us, but unfortunately in
this case, it happens to be in conjunction with
the sun about that time. However, we are
promised other interesting phenomena to make
up for it. It is possible that the comet may
transit across the solar disc on the morning
of the 19th May and should be visible in India
if that occurs. There is also a very possible
likelihood of the earth passing through a part
of the tail of the comet at the same time.
This will, indeed, be a strange experience for
us and will be looked forward to by many.
But it is as likely we may not even notice it,
but for the astronomer vouching for it, for
cometary tails are so tenuous that perhaps
some sunset effects and possibly a very slight
addition of olivaceous gas of cosmic origin to our
atmosphere, may be the only result of such an
encounter. The spectroscopic has revealed that
the intrinsic light of most of the comets is due
to glowing hydrocarbon vapour. It is to be
hoped that many another secret of the mys-
terious existence of these wanderers will be
worked out during this return of Halley's comet.
—Times of India.

Intimations.

WANTED.

A JUNIOR EUROPEAN CLERK.

Apply—"CLERK,"

Care of "Daily Press" Office.

Hongkong, 31st January, 1910. [147]

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVERT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state
that she will be pleased to receive orders for
all kinds of NEEDLE WORK.Gentlemen's Shirts made to order, and Out-
fits and Collars renewed on old ones.Ladies and Children's Under-clothing, Chil-
dren's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.The Superiority will also be most grateful
for any PAPER, or old KAYELOSSES to be made
into Books for the Children of the Poor School,
who are taught by the Sisters.

—February 1st 1910.

Intimation.

FOUNDED IN HONOUR.

No doubt you have seen in the such papers
announcements as this—concerning, some
medicine or other—"If, on trial, you write that
this medicine has done you no good we will
refund your money." Now, we have never had
reason to speak in that way concerning the
remedy named in this article. In a trade
extending throughout the world, nobody has
ever complained that our medicine has failed
or asked for the return of his money. The
public never grumbles at honestly and skillfully
made bread, or at a medicine which really and
actually does what it was made to do. The
foundations of

WAMPOLE'S PREPARATION

are laid in sincerity and honour, the knowledge
of which on the part of the people explains its
popularity and success. There is nothing to
disguise or conceal. It was not dreamed out,
or discovered by accident; it was studied out,
on the solid principles of applied medical
science. It is palatable as honey and contains
all the nutritive and curative properties of Pure
Cod Liver Oil, extracted by us from fresh cod
livers, combined with the Compound Syrup of
Hypophosphites and the Extracts of Malt and
Wild Cherry. This remedy is praised by all
who have employed it in any of the diseases it
is recommended to relieve and cure, and is
effective from the first dose. In Anemia,
Scrofula, Nervous and General Debility, In-
fluenza, La Grippe, and Throat and Lung
Troubles, it is a specific. It is precisely what
it is said to be, and has won the confidence of
the public on that basis. You may resort to it
with a faith and hope that arise from the history
of what it has done for others. Dr. Thos. Hun-
stuck says: "The continued use of it in my
practice convinces me that it is the most
palatable, least nauseating, and best prepara-
tion now on the market." One bottle proves
its intrinsic value. "You cannot be dis-
appointed in it." Sold by chemists throughout
the world.

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the Head
Quarters, Victoria Barracks, until
12 noon on 21st February, 1910, for the under-
mentioned SUPPLIES and SERVICES for the
period of 12 months commencing from 1st
April, 1910:—

1. Meat.
2. Hospital Supplies and Medical Comforts.
3. General Supplies and Provisions.
4. Oil, Wick and Barrack Supplies.
5. Coal, Coket, Wood, &c.
6. Barrack Services and Scavenging.
7. Washing.
8. Forage.
9. Transport Services (Supply of Launches,
Junks, Coolies, &c.).

Forms and other particulars can be obtained
on application to this Office personally between
the hours of 10 A.M. and 4 P.M., or by letter
addressed to the Officer Commanding Army
Service Corps.The Tenders must be properly filled up,
signed and dated, and no Tender will be
noticed unless made out on the proper form
and delivered at the Head Quarters Office by
noon on the above day, in a closed envelope
marked "Tender" on the outside.The right to reject any or all tenders is re-
served.

HEAD QUARTER OFFICE,

Victoria Barracks,
Hongkong.

Hongkong, 1st February, 1910. [158]

FRENCH STORE.

NOTICE.

We beg to inform our numerous
customers and the public in general
that we have been appointed Agent
for the "CREME SIMON" and
all Simon's Produces for Toilet
Requisites, Perfumery, Powder,
Soap, etc.

INSPECTION SOLICITED.

4th January, 1910. [47]

KWONG FUNG YUEN.

HEAD OFFICE—No. 83, Des Voux Road West.

TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS.

SAW MILL OWNERS,

AND

GENERAL CONTRACTORS

TO

H.B.M. Naval and Military

Authorities.

H.B.M. Naval and Military

Authorities.

H.B.M. Naval and Military

Authorities.

H.B.M. Naval and Military

Authorities.

H.B.M. Naval and Military

Authorities.

H.B.M. Naval and Military

Authorities.

H.B.M. Naval and Military

Authorities.

Public Companies.

THE KO LOON LAND AND BUILDING
COMPANY, LIMITED.NOTICE is hereby given that the TWEN-
TY-FIRST ORDINARY MEETING
of SHAREHOLDERS in this Com-
pany will be held at the Company's Office,
Victoria Buildings, on MONDAY, the 7th
February, 1910, at 12 o'clock Noon, for the
purpose of receiving the Report of the Direc-
tors, together with Statement of Accounts for
the year ending 31st December, 1909.The REGISTER of SHARES of the Com-
pany will be CLOSED from THURSDAY,
the 3rd February, to MONDAY, the 7th
February (both days inclusive), during which
period no transfer of Shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,

Secretary to the Hongkong Land Invest-
ment and Agency Co., Ltd.Agents for the Kowloon Land and
Building Co., Ltd.

Hongkong, 28th January, 1910. [159]

HONGKONG ROPE MANUFACTURING
COMPANY, LIMITED.THE 4TH ORDINARY ANNUAL MEET-
ING of SHAREHOLDERS in the above
Company will be held at the COMPANY'S
OFFICE, St. George's Building, No. 6 Com-
naught Road, Victoria, on SATURDAY, 12th
February, 1910, at Noon, for the purpose of
receiving a Statement of Accounts and the
Report of the General Managers for the year
ending 31st December, 1909, and electing a
Consulting Committee and Auditors.The TRANSFER BOOKS of the Company
will be CLOSED from MONDAY, the 17th
February, to SATURDAY, the 12th February,
1910, both days inclusive.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 1st February, 1910. [151]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.NOTICE is hereby given that the ORDIN-
ARY HALF-YEARLY MEETING of
the SHAREHOLDERS in this Corporation
will be held at the City Hall, Hongkong, on
SATURDAY, the 19th day of February, 1910,
at Noon, for the purpose of receiving the Report
of the Directors together with a State-
ment of Accounts to 31st December, 1909.The REGISTER of SHARE of the Cor-
poration will be CLOSED from MONDAY,
the 7th February, to SATURDAY, the 19th
February, 1910 (both days inclusive), during
which period no transfer of Shares can be
registered.

By Order of the Court of Directors,

J. R. M. SMITH,

Chief Manager.

Hongkong, 29th January, 1910. [140]

Notice of Firm.

CHARGEURS REUNIS.

BY Mutual Agreement between the Com-
pagnie des Messageries Maritimes and
the Compagnie des Chargeurs Reunis, the
HONGKONG AGENCY of the CHARGEURS
REUNIS will, from the 1st January, 1910, be
transferred to Messrs. P. A. LAFICQUE &
CO. (Queen's Building No. 4).

CHARGEURS REUNIS.

P. A. LAFICQUE & CO.,

Agents.

MESSAGERIES MARITIMES,

P. THOMAS,

Agent.

Hongkong, 29th December, 1909. [876]

For Sale.

FOR SALE

AT

GRACA & CO.

27, DES VOUX ROAD.

ASIATIC POSTAGE STAMPS

and

VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.

Assortment of Stamps and Post Card

Albums.

Postage Stamp Catalogues for 1910.

Stock Books, Duplicate Pocket Books,

Transparent Envelopes.

Tweezers, Magnifying Glasses, Perforation

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.Watson's
HYGIENOL

AND

BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling, where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teaspoonful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE

Price per Pint 50 cents
" " Gallon \$2.00

A. S. WATSON & CO.,
LIMITED.

HONGKONG DISPENSARY

and

KOWLOON DISPENSARY.

Hongkong, 2nd February, 1910. [28]

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
Daily—\$18 per annum.
Weekly—\$18 per annum.

The rates per quarter and per annum, proportional Subscriptions for any period less than one month will be charged as for a full month.

The daily rate is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTH.

On January 29, 1910, at Shanghai, the wife of H. W. Thwaites, of a son.

MARRIAGES.

MACNIDER-HERBERT.—On the 5th inst., at St. John's Cathedral, by the Rev. F. T. Johnson, M.A., STANLEY C. MACNIDER to ADELINA G. H. HERBERT.

On January 3, 1910, at The Hague, Holland, Jan Willem Helorus Ferguson, of the Imperial Chinese Maritime Customs, youngest son of the late J. H. Ferguson, Esquire, sometime Netherlands Minister to China, to Theodora, second daughter of J. A. De Gelder, Esquire, late Councillor of Netherlands, India.

On January 31, 1910, at Shanghai, Frederick John Wetherstone Melville, of the Municipal Health Department, and Alice Sophia Farrow, of Bury St. Edmunds, Suffolk, England.

The Hongkong Telegraph

HONGKONG, SATURDAY, FEBRUARY 5, 1910.

FAR EASTERN ALARMISTS.

A well-known Russian military writer, M. Mikhaloffsky, contributes an article to the *Russian Story* under the heading "The Japanese Nightmares," in which he refutes the arguments of the alarmists regarding the alleged danger in the Far East and shows that Japan is not preparing to attack Russia in the near future. "A new campaign of conquest, having in view the object of driving us from the shores

of the Pacific and the Amur basin," says M. Mikhaloffsky, "from a strategic point of view, must be waged principally in North Manchuria, not on the shores of Peter the Great Bay. In our day the fate of a war is decided not by the capture of a certain fortress or territory, but by a clash between the principal forces of the opposing sides. If the Japanese succeeded in occupying Harbin, crushing our army, and fortifying their position on the heights of Khilgan, the Primorsky region would be cut off from Russia and would become an easy prey to the Japanese; the fall of Vladivostok would then be as unavoidable as was the capitulation of Port Arthur five years ago. It is not strange, if Japan is preparing for war, that she has done nothing to contribute towards a decisive success in the principal theatre of the future war? The reconstruction of the Antung-Mukden line has only just been commenced and cannot be completed under two or three years. Moreover, this line will yield commensurate results only when a good port is laid out at the mouth of the Yalu which will require some years. The depth of the channel outside Antung is no more than ten or eleven feet, and the whole coast is literally choked with river deposits. A company was formed in Japan only last year (1908) for the laying-out and exploitation of a seaport on the Yalu, and work has not yet been commenced. A railway from Gensan (North Korea) to Kirin cutting through the Chang-pai range, which would enable the Japanese army, in the event of a march on Harbin, to avoid the long detour through Korea and the Yellow Sea, exists so far only on paper. If an attack on Harbin took place in the present circumstances, the Japanese army could avail itself only of a single-line railway, and would have to make Delay its principal base. In this case the enormous army concentrated on Harbin would find itself at a distance of 600 miles from the sea (at Khilgan even 1,000 miles) and connected therewith merely by a single thread, as it were. General Oku's too keen a strategist not to realise all the risks which would attend such a position of the Japanese army—a position which would be no better than that of General Kuropatkin below the Liao-yang. Furthermore, in the rear of a Japanese invading force proceeding from Harbin westwards, the Amur and Ussuri would remain, which are now in our hands, patrolled by a strong river flotilla of 28 gunboats and eight mine-layers. It may safely be said that the Japanese will not even contemplate a move on North Manchuria until the Antung-Mukden and Gensan-Kirin lines are finished.

"As already observed, Japan has not yet completed the reorganisation of her army, a task which was begun immediately after the war. Out of the new army divisions indicated in General Oku's programme there are still wanting the 19th and 20th, also seven battalions of mountain artillery (mountain artillery is attached to only three divisions), and nearly half the heavy field artillery. The equipment of the infantry with the new improved firearm invented by General Arisaka began only last year and cannot be completed yet. The reserves will be equipped with the new Krupp quick-firing gun only from next year. The Japanese orders for artillery in Europe not long ago testified rather that the preparations of the Japanese were not completed by a long way; a more alarming sign would have been the cessation of the orders. The contingent of recruits, as is now known, is dwindling rather than increasing, and in 1907 the number of men in the army numbered not more than 94,780 against 120,000 in 1906. Finally the ordinary and extraordinary expenditure of the War Department amounted in 1907-8 to 110 million yen, which was reduced to 107 millions in the year 1908-9, while in the present financial year (1909-10) the expenditure has declined to 88 million yen. Where, then, is there room for talking about Japan's strengthening of armaments?"

M. Mikhaloffsky discerns the cause of the nervousness of the Russian public principally in the agitation of the Conservative Press, which entertains dreams of revenge, and is supported to some extent in influential circles. The public, in the wide sense of the term, are very badly informed in regard to this agitation, and fear that it has a substantial foundation. "They can grasp the healthy idea, however," concludes this authority, "that nothing good can come to us out of a new war."

The English mail of the 8th January was delivered in London on the 4th inst.

The offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Chinese New Year vacation, which commences on the 10th and terminates on 14th inst. (both days inclusive), except on public holidays, when the offices will be entirely closed.

THE *Sargon-Opinion* hears that a new agreement between the French Government and the Messageries Maritimes Company is under official consideration at Paris. Under it, the Government will guarantee a loan of 25 millions of francs to the company. It will also authorise the company to build several steamers in foreign countries to meet the needs of the Messageries service.

LOCAL AND GENERAL.

BISHOP Forster will be absent from the Colony from Monday, on pastoral duty.

THE French cruiser *Châteaurenault*, which went ashore on the coast of Morocco, has been refitted.

A NEW scale of fees for examination in the Bacteriological Institute is published in the *Government Gazette*.

POLICE Sergeant George Sim and Lance Sergeant George Fowler have been appointed examiners of weights and measures in the New Territories.

It is reported that owing to the sudden intense cold in Manchuria experienced during the past few days, seventeen Chinese have been found frozen to death in the poorer quarters at Dairen.

It is reported that Mr. Calhoun, the new American Minister to China, will sail from San Francisco on the *Mayfield*. After only a brief stay in Shanghai he will proceed to his new post.

An enjoyable social was held by the St. Andrew's Church vestry at the Kowloon British School last night. In the course of the evening, Mr. D. L. Frost was presented with a handsome ink-stand for his services as choir-master.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 23 of 1909, entitled an Ordinance to amend and consolidate Laws relating to Opium and its Compounds.

MR. E. Oulton Baker, of the Bureau of Far Eastern Affairs, U. S. States Department, and formerly of the U. S. Consular Service, has been appointed Consul at Antung, to replace Mr. Cloud. He left Shanghai on Monday for his new post.

CHIAN King was again placed in the dock at the Magistracy late yesterday afternoon for alleged conspiracy with others whereby he obtained the sum of \$4,000 from John Hastings under false pretences. Defendant was remanded until Monday next.

THE Mansion House Fund for the relief of the sufferers from the floods in Paris amounted on the 1st inst. to £15,000. The Duke of Connaught has subscribed £300. The Emperor Francis Joseph has given £1,000 sterling and the Vienna City Council £1,000 towards a relief fund.

MR. R. C. Edwards, who has been acting accountant of the Hongkong and Shanghai Bank in Singapore, has received instructions to proceed to Saigon to be in charge of the interests of the bank there for some three months. It is expected that he will afterwards go on to Hongkong, to assume a still more responsible position in the Head Office.

SUN A WAN'S EXTRADITION.

A QUESTION OF COSTS.

Before Hon. Mr. W. Rees-Davies, K.C., Acting Chief Justice, at the Supreme Court this morning argument was heard as to the costs in connection with the extradition proceedings instituted against Sun A Wan, whose extradition for an alleged armed robbery committed in China has been demanded by the Chinese authorities for some considerable time. It will be remembered that Sun A Wan was several times discharged in the local Courts but was immediately re-arrested on leaving the precincts of the Court on fresh charges and is at present confined in Victoria Gaol pending the hearing of the charge against him before one of the local Magistrates.

The Chief Justice opened an argument on the question of costs and after a somewhat lengthy discussion, it was decided to adjourn the case *indefinitely*.

Mr. Slade—My Lord, I think the question should be taken up at an early date, because as soon as Mr. Justice Gompertz goes away, I understand that Mr. Hasland rises to the Bench. It will be a hopeless position (Laughter).

The hearing was adjourned for a fortnight.

THE CHINA-JAPANESE
BOYCOTT.CHINESE BOOKING PASSAGE BY
"MARU" BOATS.

Since the commencement of the Chinese boycott against Japan resulting from the *Taishan* affair, one of the chief ways in which it was made manifest was the stoppage of all Chinese bookings by the Japanese passenger steamers running from the East to various parts of the world. Chinese passenger traffic by the "Maru" boats connecting with American ports has been practically nil for more than a year. There appear to be signs now, however, of a relaxation in this phase of the boycott. The *Toyo Kisen Kaisha* s.s. *Tanyo-maru*, which sailed yesterday for U.S. ports, carried a small batch of Chinese passengers—the second for a considerable time—and it is expected that this traffic will revert to its former normal condition before long. The first batch of over a hundred passengers went by a T. K. boat last week.

It so happened that three Chinese-Filipino youths were sent ashore from the ship as having neither passage tickets nor medical certificates when the passengers were lined up for examination, and complaints were lodged with the Registrar General by these boys' parents to the effect that they had been grossly injured by some person or other for a money consideration to go to Honolulu. Upon official inquiry being made, however, this story appeared to be unfounded.

THE RACES.

TRAINING NOTES AND COMMENTS.

Local sportsmen are eagerly engaged at present in following up the form shown by the various ponies that are to be seen training on the Race Course, in view of the near approach of the Jockey Club Race Meeting opening on the 15th inst., and observers of the game predict an excellent meeting this season so far as quality of entries go, if only the gods are good and favour us with fine weather for the racing festival.

For the main event—the Derby—there are several stables well represented, namely, Mr. Marshall's, Mr. Mody's, Messrs. Jardine, Matheson's, Mr. Ellis Kadoorie's and Mr. White's. Each of the stables mentioned has a good candidate in the running for the Blue Riband. On the form shown lately, Mr. Marshall's stable stands ahead of all others in our opinion, either of his two ponies, Maple Tree and Persimmon Tree, is fit to win the Derby. They are well-shaped, and are going well and registering good time. Entered for the same event, Mr. White has a very shapely dark grey, Mr. Mody has a

"COUPLE OF GREYS" that promise well, Messrs. Jardine, Matheson are also well represented, so that on the whole the expectation is confidently entertained that a highly successful meeting will result if the present good weather holds out.

Mr. Ellis Kadoorie has a very fine pony in Rubber Chief and if he can only manage to stay the Derby distance of one and a half miles he may come very near the mark. Still we stick to the opinion already expressed that Mr. Marshall's stable shows up to the best advantage so far as the training has gone up to the present. To-day's gallop and those to follow may, however, throw some new light on the subject, and one has got to remember always that a pony that has been backward in the earlier stages of the training process may suddenly jump to the front in the same way as a forward pony will sometimes go as suddenly off colour.

AMONGST THE OLD PONIES, so far, Messrs. Jardine, Matheson's pony Kirkpatrick II., has been going in good form. Mr. Mody's Little Gem Rose and Spring Rose are going nicely also, and doubtless they will show what they can do during the Race Meeting. Mr. Marshall's Palm Tree is going very well and should win some races. In Tatar Chief Mr. Kadoorie has got a good pony and for the sake of the owner we trust that this nominee will win some races for him. In the ranks of the subscription griffins there are three or four very promising ponies indeed. Mr. T. F. Hough has a very fine pony in Gidrow's Fame, who is moving very well and the owner confidently fancies Fame's ability to win the Valley Stakes. Another good griffin is Mr. W. J. Gresson's Blackmore Vale, who is a very fast, three-quarter miler and stands an excellent chance for the

VALLEY STAKES. Mr. Marshall has a nice representative in this class in Walnut Tree, who can travel the German Cup distance in fast time and will do doubt make a solid bid for this trophy. Mr. Pile of Shanghai possesses another sound contender in Man-man, who has been showing up very well during the training days and, if fit and in good condition, ought to have a good chance for the German Cup.

The officers of the Hongkong Volunteer Corps have subscribed for a griffin yclept Recruit, who is going very well at present, although his finishes have not been very good, he ought to make a good show at the three-quarter mile distance, like the Valley Stakes for instance. Mr. F. B. Deacon also has a grey who has been going very well and ought to win some races.

This morning all the stables galloped together for the last time before the Meeting, so that a good deal remains to be said. Next week the stables will be going through their gallops separately, some perhaps on Tuesday, Wednesday and Saturday; others on Wednesday and Sunday, just as the condition of the ponies goes; and the various stables may not be seen together again at the gallops until Sunday week.

On the Thursday before China New Year there will be no gallops; on that day the ponies will be rested, and the mafos and riding boys will get the opportunity of enjoying the holiday. After the previous day's gallops there may be something to add to these notes by way of qualification, but meantime we are confident that they give a good index to the chances of the ponies mentioned on form so far exhibited.

VISITING JOCKEYS.

Among the visiting jockeys from Shanghai, jockeys who will ride at the Meeting are Mr. Lawrence, who arrived on Thursday by the *Arctalia*; Mr. Burkill, who is expected to arrive by the German Mail on Tuesday to ride for Mr. Mody; Mr. Percy Orlinton, to ride for Mr. F. B. Deacon; Mr. Moller, to ride for the Kadoorie stable; Mr. Pirie, also expected by the German Mail next week; and Mr. Vida, who rides for Mr. Marshall's stable.

GOVERNMENT SCHOOL FEES.

AMENDED SCALE OF RATES.

It is notified in the *Government Gazette* that His Excellency the Governor has been pleased to fix the following amended rates of fees, payable by all pupils other than free scholars, in the Government schools. These rates will come into force immediately after the Chinese New Year holidays.

- Queen's College, five dollars per annum.
- Sallypoo District School—
 - (a) Pupils in attendance prior to September, 1909, three dollars per annum.
 - (b) Pupils joining in and after September, 1909, four dollars per annum.
- Yuenai District School, three dollars per annum.
- Wintail District School, three dollars per annum.
- Bullifer District School (English and Chinese sides), one dollar per annum.

The above fees are payable in Hongkong bank notes or silver dollars only, and are not payable in subsidiary coinage.

THE CHINA PROVIDENT LOAN
AND MORTGAGE CO., LTD.

ANNUAL MEETING.

The thirteenth ordinary annual meeting of shareholders in the China Provident Loan and Mortgage Co., Ltd., was held at the offices of the Company, St. George's Building, in the forenoon to-day, for the purpose of receiving a statement of accounts and the report of the general managers for the year ending 31st December, 1909, declaring a dividend and electing a consulting committee and auditors. Mr. Robert Shawan occupied the chair. There were present—Mr. H. P. White, (controlling committee), J. M. E. Machado, E. W. Terry, A. A. Cordeiro, D. McNeill and J. A. Young (secretary).

The Secretary read the notice of the meeting. The Chairman said:—You will have seen from the report and accounts which were issued some days ago that the business done in 1909 shows falling off, or rather the result is not so satisfactory as that of the previous year, for the actual turnover was really larger, it was the rate of interest obtained which was much lower than usual that has adversely affected our profits. The fact is money was so cheap and plentiful throughout the year that it was very difficult to keep it employed, for as our customers paid back old loans at high rates time was lost putting the money out again and then new loans could only be negotiated at lower rates of interest, the competition for first class mortgages being particularly severe last year. Our godown business has been very satisfactory and has been very useful to our loans department. As you will see we lost nothing by our investments in the China Light and Power Co. as the shares were disposed of at a profit and the debentures redeemed at \$100, their original cost being \$90. The present extraordinary low quotation for Cement shares necessitates our writing off \$10,000 from the reserve fund, but in our opinion these shares are much undervalued and will recover their true value when capital returns to its old channels and the market has done running after strange gods. At their present valuation they return us 10% so it cannot be considered a bad investment for this year. As regards the outlook for the current year I do not feel at all gloomy. Business generally is on the mend and the voice of the pessimist is now in a minor key. Money certainly is still too plentiful, for capital is a timid thing and has had some rude shocks of late years and now hesitates to touch anything but the very best securities at low rates, but nevertheless confidence is coming back and as business becomes brisker and goods are moved more freely money will be in more demand and better rates of interest should be obtainable. On the whole the situation is decidedly better than this time last year and trade amongst Chinese has been very good and the year is closing to the satisfaction of their dealers in almost all commodities while land in the Colony is in much better demand and its value in certain quarters has risen considerably. We hope the railway to Canton will be running this year and so bring us closer to that great centre of commerce, but we are still more anxious to see the Chinese portion of it connected with this line to Hankow for if these two lines are to be separated by the length and breadth of the City of Canton, through a cartage of goods between here and places beyond Canton will be rendered impossible and our line robbed of its chief support and aim. It is to be hoped that our Government is fully alive to this and will bring pressure to bear in the right quarter so that we may be linked up with the main line from the start and no gap be permitted in our thorough connection with the North. The importance of this to all of us is so manifest that I need not dwell on it to you, gentlemen. The accounts are simple and require little explanation or comment. Sundry debtors represent various accounts receivable which are all good. Our revenue is only very slightly less but to earn it we had to do a larger turnover and pay out more interest on borrowed money, &c. We have decided to recommend the usual dividend of eight per cent. this time as we hope to show a larger profit for the present year but our reserve fund needs replenishing and we must not keep up this rate unless we are also able to place a substantial amount to the credit of that fund. But we have been able to do that in the past and I do not despair of being able to do it again, for everything I think points to a steady revival of trade in the Colony in the months to come. Before I move the adoption of the report and accounts I shall be pleased to answer any questions from shareholders.

There were no questions.

The Chairman moved the adoption of the report and accounts.

Mr. H. P. White seconded.

Motion agreed to.

Mr. J. M. E. Machado moved, and Mr. D. McNeill seconded, the re-election of Dr. J. W. Noble, Messrs. H. P. White and U. Poi On to the consulting committee.

Carried.

Messrs. A. O. D. Gourdin and W. H. Potts were re-elected auditors, on the motion of Mr. E. W. Terry, seconded by Mr. H. P. White. The Chairman—That is all the business, gentlemen. I am much obliged to you for your attendance. Dividend warrants are now ready.

The proceedings then terminated.

THE MOOSA CASE.

POINTS OF LAW BEFORE THE FULL COURT.

Before a Full Court, consisting of Hon. Mr. W. Rees-Davies, K.C., Acting Chief Justice, and Mr. Justice Gompertz, Puisse Judge, the points of law raised by Mr. Eldon Potter in the case in which Moosa Ebrahim was found guilty by a majority of five to two of an offence committed under the Bankruptcy Ordinance were considered. Hon. Mr. F. A. Hasland, Acting Attorney-General, and Mr. M. W. Slade, instructed by Mr. F. B. L. Fowley, Crown Solicitor, appeared for the Crown, and Mr. Eldon Potter, instructed by Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist, was for the defendant.

Mr. Potter said that at the last Criminal Sessions, the case of Rex vs. Moosa Ebrahim was heard and the defendant convicted on one count under the Bankruptcy Ordinance, namely, with regard to Moosa's partnership in one of the local firms. The Court had then reserved three points for the consideration of a Full Court. (The first point was that Section 82, sub-section 2, of the Bankruptcy Ordinance, read as follows:—Any person against whom a Receiving Order has been made shall be guilty of a misdemeanour, etc.) The point was whether or not defendant was a firm, or, in other words, an unincorporated body.

The Puisse Judge—I understood that the point was whether a Receiving Order had been made.

Mr. Potter—That will come out afterwards. It all turns upon the meaning of the word "person." A Receiving Order had not been made against the defendant and he could, therefore, not be convicted. The second point was as to the meaning of the words "his property." The third point was with reference to Section 25 of the Jury Ordinance and turned upon the meaning of the word "majority." As to the first point, section 82, sub-section 2, read as follows:—"Any person against whom a Receiving Order has been made shall be guilty of a misdemeanour, etc." In the present case, admittedly, the only Receiving Order which was made was against the firm. Counsel proceeded to read the Receiving Order made against Moosa E. Viera and Company and said it was clear that from that it appeared that the defendant firm had consisted of a partnership—Moosa and his father. He submitted that unless a Receiving Order had been made against the defendant personally, he could not be convicted under Section 82. He would show their Lordships beyond any doubt that obviously no Receiving Order had been made against the defendant personally. The only possible mode of convicting him would be to decide that the Receiving Order made against the firm was a Receiving Order made against a firm, a partner was not liable to criminal proceedings. Another important matter was the construction to be placed upon the meaning of words. Counsel referred to an old English case at a time when sheep-stealing was a misdemeanour punishable by death. It was a case in which a man was tried for stealing some cattle other than sheep. The judges felt that they could not convict the prisoner, as the word "cattle" had a variety of meanings, and acquitted the prisoner. Counsel submitted that where the meaning of a word could be construed against a defendant and also in his favour then the meaning should be construed in his favour. The same argument applied to the word "person," because it had a variety of meanings. The defendant had been charged with and convicted of concealing his interest in the partnership with Allana. It had come out in cross-examination that the interest had been transferred to defendant's infant son, so if there had been a transfer, there could have been no concealment. The transfer was a good transfer, because it divested defendant of his property. He submitted that whether their Lordships accepted either Allana's or the defendant's story, it was a fact that the defendant had divested himself of his share in the partnership. Allana had said that he had fraudulently transferred Moosa's share in the partnership, because he knew he would get into trouble, but whether it was fraudulent or otherwise, it was perfectly clear that the defendant had totally divested himself of his property two months before his bankruptcy and therefore it was not his property to conceal. Defendant had transferred his share in the property before his bankruptcy and therefore he could not remove his property and further could not conceal it. The property was not affected in any way so far as the trustee was concerned but it exempted the defendant from criminal liability. Counsel then dealt shortly with the point as to the meaning of the word "majority." He submitted that there were several meanings to the word.

At this point, Counsel proceeded to cite the definition of the word "majority" as given in Ogilvie's Dictionary.

The Puisse Judge—What are you reading from?

Mr. Potter—I am reading from a dictionary—Ogilvie's Dictionary.

Is it a modern dictionary?—Quite modern. It has a lot of pictures and so on (Laughter).

Mr. Slade (facetiously)—It looks quite modern.

Continuing, Mr. Potter submitted that he was entitled to ask their Lordships to place that construction (as contained in Ogilvie's Dictionary) upon the word "majority."

Mr. Slade referred to a certain section of the Bankruptcy Ordinance in answer, to the contention raised by the defence.

The Puisse Judge agreed.

Mr. Potter submitted that that section was absolute nonsense.

The Puisse Judge—Perhaps the construction you place upon it may be some. You know I am not responsible for the drafting of the Ordinance.

Mr. Potter—I don't wish to suggest that your Lordships' construction is nonsense.

After further argument, the hearing was adjourned till Monday.

CANTON DAY BY DAY.

ADMIRAL LAMBTON'S VISIT.
[From Our Own Correspondent.]

Canton, 3rd February.
At noon on the 2nd instant, H. E. Viceroy Yuan received the British Admiral, Sir Hedworth Lambton, and suite.

RETURNING OFFICIAL.
Tao-tai Wong Ping Yuen, who left Canton a few months ago on leave, is reported to have arrived at Hongkong en route to Canton. The shallow draft cruiser *Kiangta* has been despatched to Hongkong to convey Tao-tai Wong up to Canton.

VERMACULAR PREIS.
On account of the Chinese New Year holidays there will be no issue of the vernacular newspapers from the 4th until the 14th instant.

COPPER COINS.
The Canton Mint has, for several months past, stopped minting copper cents; it is now reported that the Mint will again coin copper cents for circulation at the beginning of next Chinese year.

NEW YEAR HOLIDAYS.
The Canton Arsenal suspended work on the 1st instant on account of the Chinese New Year holidays.

FOREIGN VISITOR.
On the morning of the 2nd instant the Viceroy received the Swedish Minister, who arrived here a few days ago, now on his way to Peking.

TRAMWAY SCHEME.
A company is in course of formation by the people of the Hok Shan district with the object of building a tramway in that district from the district city to Tai Koo Tow, a distance of 5.6 li, passing through the towns of Kam Kung, Lung Koo and Sha Ping, &c. The company will be styled "The Hok Ping Tramway Company, Limited." The engineer-in-chief of the proposed line is Mr. Chang, and he has surveyed the route as stated above. Subscriptions are now being invited for the project, and up to the present a sum of over thirty thousand dollars has been collected.

FATALITIES.
With reference to the fire that took place in Po Wah Fong street, in the western suburb, on the morning of the 2nd instant, when ten buildings were destroyed, three persons were killed yesterday morning, while engaged in removing the debris, by the sudden collapse of the walls of the ruined buildings.

RETURNING OFFICIAL.
Tao-tai Wong Ping Yuen arrived at Canton yesterday by the cruiser *Kiangta*.

OFFICIAL AMERITIES.
H. E. Viceroy Yuan Shu Hui proceeded to Shamen on the 2nd instant to return the call of Admiral Sir Hedworth Lambton and the Swedish Minister.

LIKIN COLLECTIONS.
The collection of Likin dues in Canton during the second ten days of this month as reported by the Likin officials to the Viceroy amounted to \$4,055 9.0 taels.

VICEROY'S CLEMENCY.
On the recommendation of the Provincial Treasurer, the Viceroy has consented to restore the official buttons to both the Nambai and Pan Yu Magistrates for the Chinese New Year.

FIRE ON BOARD GERMAN S.S. "HILARY."
HEAVY LOSS OF COTTON.

Fire broke out on board the German steamer *Hilary* early this morning, and continued to rage until early this afternoon, reports the *Kobe Herald* of 18th ult. The steamer arrived here the day before yesterday from Hongkong with a cargo of Bombay cotton transhipped to her there from the Italian L.R. *Capri*. The work of discharging was started yesterday morning and when the hatches were closed for the night everything seemed in perfect order. No warning was given of any danger when at about 2 o'clock, however, he was awakened by the quartermaster on watch, who reported that smoke was issuing from the No. 3 hold. Captain Hajje blew the steamer's whistle for about an hour, but without effect, before assistance of any kind arrived. Then the Water Police launch and a launch from the Kawasaki Dockyard Co. arrived alongside. At the time of the outbreak there were 2,700 odd bales in the hold. After an examination the hatch was closed and steam was pumped into the hold. Later the fire hose was laid on also and the hold flooded. This afternoon smoke was still issuing from the hold but when representatives of the agent (Messrs. E. L. Van Nierop's Japan Trading Co.) left the steamer Captain Hajje expressed himself as being satisfied that the fire had been extinguished. The Kawasaki Dockyard also sent the salvage steamer *Amama Maru*, but Capt. Hajje declined her services, saying that he felt confident the fire was under control. Happily there was no loss of life nor was any one injured, and the damage to the steamer is not believed to be serious, although it will delay her here two or three days more than was expected. The cotton, of course, is badly damaged, mostly by water and steam. Only 156 bales have been destroyed by fire so far as has been ascertained at present. The *Hilary* is on a time charter to the Java-China-Liaison.

REURNS of the average amount of banknotes in circulation and of specie in reserve in Hongkong, during the month ended 31st January, 1910, as certified by the managers of the respective Banks:—

Banks. Average Specie in Amount. Reserve.

Chartered Bank of India, Australia and China, \$4,574,119 13,000,000

Hongkong and Shanghai Banking Corporation, 13,552,416 13,000,000

National Bank of China, Limited, 51,513 nil.

Total, \$18,177,045 27,000,000

COMMERCIAL.

FRIIGHT MARKET.

Messrs. Lambs and Rogge write in their fortnightly report of to-day's date:—
When writing our last report the market was quiet, and the fortnight under review has on the whole not brought any change for the better, on the contrary, freight in most instances has declined. The only feature of interest has been the renewal of the charters of five of the Norwegian vessels, running between Bangkok and Hongkong since March last year under charter to the Chiao-Si-mese Steam Navigation Co., for another period of 12 months at somewhat enhanced rates. The *Proteus* and *Prometheus* have not been taken up again, we understand, owing to their not being as suitable as desired for the trade.

Saloon/Hongkong:—It was generally believed that for loading after Chinese New Year higher rates could be obtained, but owners' attempts to force rates up have also this time proved futile. Charters anticipating the usual lull generally experienced at this time of the year are taking advantage of the situation and have managed to cut the rate down again to 14 cents per picul for loading up to the 20th instant. At the time of writing there is no possible chance of placing further tonnage for loading before Chinese New Year, although very prompt boats are offering at 13 cents. There is a rumour afloat that a vessel has been taken up locally for 5 consecutive trips for forward loading, details and terms are still being withheld.

For Hongkong option Swatow a few charters have been put through at 14-14 and 16-16 cents respectively, loading soon after Chinese New Year.

Saigon/Philippine freights are quite as bad the rest, 21 cents being accepted for 30,000 piculs to Manila, several boats were in the market at this figure, but there is no further demand at present.

Saigon/Singapore:—A parcel of 200 tons is said to have been booked locally at 12 cents per picul. Saigon/Singapore has also had a fixture at \$4.100. Saigon currency, the rate working out at 16 cents Hongkong currency per picul.

For cattle trade the *S. Tungus* found employment for a Trip Phomphinh to Manila at \$4,500 lump sum.

Daloy/Canton:—Only one fixture has transpired on lump sum basis, equivalent to about 22 cents per picul.

Northern Market may be described as "dead calm," and no improvement is expected before the end of this month. Yangtze freights are non-existent.

Coal freights.—The only charters on record are Hoogang/Swatow \$1.75, Tourane/Canton, Private terms, Miki/Singapore \$3.00, Miki/Hongkong \$1.70, Daloy/Hongkong option to Canton \$1.80/\$1.40 per ton.

Sail Tonnage Loading or to Load:—For Baltimore and New York:—None.

Sail Tonnage Disengaged:—None.

Departure of Sailing:—Dit. *birqua Comet* sailed 25th January. Brit. ship *Lynnhurst* sailed 16th January.

YARN MARKET.

Hongkong, 4th February.
Since the issue of our last report, dated the 25th ultimo per mail str. *Dusaka* a very fair amount of business, both spot and "to arrive," has been transacted, which was induced by concessions in prices made by importers. The bulk of the contracts, however, were entered into with a view of meeting the "congratulatory" purchases usually made on the resumption of business after the Chinese New Year holidays, and must, therefore, be considered more or less speculative.

The concession in prices referred to, however, has not been established here and there and was insignificant; later, some slight recovery has to be recorded in those tickets which are immediately required. With the New Year so close at hand, business for the present is virtually suspended, but as the year now drawing to a close has been a fairly profitable one in most trades, it is confidently anticipated that on the resumption of business, good trade can be looked forward to.

No. 61, and 85.—No business has come within our knowledge.

No. 105.—The bulk of business in this count has been for Yunnan, and confined to a few favourite tickets.

No. 125.—From being in good demand down to a few weeks ago, this count has of late been getting out of favour, owing doubtless to the high prices demanded by importers. The business of the fortnight is small.

No. 161.—A small business in two or three tickets only has been reported.

No. 205.—This count has been the medium of the bulk of the total business reported, being required for the Hsinling market over the holidays.

Total sales 8,500 bales.
Unsold stocks estimated at 12,000 bales.
Sold but undelivered in the godowns, and to arrive 27,000 bales.

Arrivals.—The extra str. *Yatsuho* from Bombay, and str. *Lata* from Japan and *Cochin* from Calcutta have brought in 2,000 bales for Hongkong, and 850 bales for Shanghai, shipments from Hongkong to Shanghai, and coast ports, &c., amount to about 700 bales.

Local Mill.—This yarn has again been placed on the market in small lots at last prices, total 500 bales of No. 15 at 1/11.

Japanese Yarn.—No business has come to our knowledge.

Shanghai.—During the greater part of the fortnight, reports have reached us of a dull market in the Northern port, and prices gave way some 1/2 per bale. Reports of a better feeling, however, have been recently received.

Raw Cotton.—No business has been reported in either Bengal or Chinese. Stocks of both are exhausted. Some parcels of Bengal have been shipped for Japan market. Quotation: Bengal at \$1.20; Chinese at \$1.10 to \$1.15. Repress T/T 131. Sterling D/D 130 to 135. Shanghai T/T 74b. Repress D/D 131, sterling 40 to 41 1/2. Japan 86. Bar silver 131.

POK-SHALLA AND KOTWALL.
Cottons and Yarn Broken.

F. E. EULIER, Broker.

NOTES BY THE WAY.

THE AGE TO MARRY.

At the prize distribution of Queen's College the other day, Mr. T. K. Dealy, the Headmaster, treated his hearers to some decidedly inspiring revelations of Chinese social life. I wonder what effect those revelations must have produced on the audience? Among other things the Headmaster told the charmed circle who had come to hear him that a Chinese youth was marriageable at the age of 17. This fact itself could not have been very interesting but when the speaker proceeded to state that during the year one of the boys took unto himself a wife at the tender age of 13 years and 2 months and another scholar entered the happy state at an age of but fourteen summers, it must have given those present seriously to think and several of the good folk must have jocularly exclaimed "Oh, dear me, what's the world coming to!" Reminds one of the heaven-sent practice prevalent in India, where, by means of orthodox rituals, Hindu parents unite their children in an eternal bond of wedlock on their appearance in the world. This practice is sometimes attended with disastrous results, especially when one of the parties later on develops an independent character. Seems funny, doesn't it?

SENSITIVE SHANGHAI.
A somewhat heated controversy has been raging in Shanghai as to the propriety or otherwise of the production of "An Englishman's Home" at the Model Settlement by a visiting theatrical combination. The piece in question had the effect of raising a little hornet's nest at other places besides Shanghai and I am not at all surprised that the good folk up in the Northern port should have taken umbrage at the fantastic play on the ground that the piece would have certainly had a distinct tendency of producing results far from harmonious among the members of the city's cosmopolitan community. But what must have undoubtedly struck the average observer was the comparative equality with which Hongkong received the piece in contradistinction to the hostile reception accorded the patriotic play by our Shanghai friends. Can it be that the people of Shanghai are super-sensitive? No one who claims the slightest acquaintance with playwrights and logic can possibly do more than regard the piece for what it is worth, and for this reason it seems somewhat strange that so much hot air should have been expended over a patriotic harmless effusion. But the little incident only shows that what is one man's food is another man's poison.

CONSCRIPTION FOR HONGKONG.
Vague rumours have been filling the air that the authorities contemplate the introduction of conscription in the Colony. The rumours have been given rise to by the issue of circulars from the Colonial Secretary to the various firms in the Colony asking for the names of those assistants who had served either in the regulars or as volunteers at home or abroad. I don't know and I have no means of knowing how far these rumours are true and whether the Government have for their ultimate object compulsory service, but I do know that any attempt at conscription on the part of Government would be least tolerated in a place like Hongkong. Up to the present moment, Great Britain has not seen fit to adopt that method of military service which has been established by the world's leading nations and it would indeed be curious if the scheme so vigorously advocated by Earl Roberts were to be introduced first in one of the Empire's dependencies. Whatever arguments believers in conscription may advance in favour of their pet scheme, the fact remains that the knowledge that a man fights because he has to and not from a purely voluntary spirit tends to destroy the effective use of the weapon provided him. Volunteering is one thing and conscription quite another. Of course, I am arguing on mere suppositions but if there is really something more in the circulars than meets the eye and if the fear entertained by a certain section of the public who may, rightly or wrongly, be dubbed alarmists, were after all to fructify, then the people's voices will be raised in a storm of protest before which even the following the famous preceptory order of the Secretary of State to immediately close the opium diavans in the Colony will pale into insignificance. May that day be far distant.

USURY.
By the way, the lecture delivered on the above subject at the Union Church Literary Club by Mr. C. G. Alabaster the other evening was distinctly interesting and peculiarly applicable to this Colony. The lecturer hinted that the Usury Laws might with advantage be introduced in this Colony. At the risk of being accused of redundancy, some such laws are painfully required to check and curb the rapacious avarices of the usurer. Something must be done to introduce a maximum rate of interest. The time has come when the Colony's citizens urgently need protection from the Indian vampires who darken this fair spot in the British Empire. The present conditions obtaining in the Colony serve to intensify the truth contained in the axiom that law is not always justice, as the expression goes.

CHINA NEW YEAR.
It is satisfactory to note that due precautions are being taken by the authorities for the proper protection of the public from the cracker nuisance, which is synonymous with China New Year. One's power of tranquillity is certainly not developed when one expects at any moment one of these nefarious arrangements to be generally the victims of the worst rabble. I was an eye-witness last year of a little incident, which unhappily did not come within the cognizance of the Police, when a European lady sustained somewhat serious burns from one of these squibs. The perpetrators of the awkward incident instead of assisting the lady as usual gave full play to their risible faculties, and vigorously looked on and it was plainly apparent that the doleful and lady's ears were but scant sympathy for a ruined dress and a burnt complexion. It is to be hoped that incidents such as these will be conspicuous by their absence this year.

CASUAL CHITTY.

Today's Advertisements.

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO. Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA."

Captain Belletto, will be despatched as above on MONDAY, the 14th inst., at Noon. For further Particulars regarding Freight and Passage, apply to

GARLOWITZ & Co., Agents.
Hongkong, 5th February, 1910. [16]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex *s.s. Malwa*.
From Persian Gulf, ex B.I.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 5th February, 1910. [14]

Events Coming.

Sunday, 6th February.
Luncheon Recreation Club, Walking Competition.

Monday, 7th February.
The Kowloon Land and Building Co., Ltd. Annual Meeting, at the Company's office, Victoria Building, 12 o'clock.

Hughes and Hough, auction sale of China Fir Poles, Floor Boards, Red Bricks, etc., at Marine lots Nos. 256 and 267, Kennedy Town, Noon.

Geo. P. Lammer, auction sale of household furniture, 1 Cameron Terrace, Kowloon, 2.45 p.m.

Land Sale, P. W. D., R. B. L. 107, 3 p.m.
China Association Annual Meeting, at the City Hall, 4 p.m.

Investiture, Government House, Sir Henry May, at 5.30 p.m.

Tuesday, 8th February.
Hongkong, Canton and Macao Steamboat Co., Ltd., at Company's Office, Hotel Manxion, noon.

Humphreys Estate and Finance Company, Ltd., Annual Meeting, Alexandra Building, noon.

Alice Memorial Hospital, annual meeting, finance committee, 5 p.m.
Theatre Royal, Cathedral Choir Concert, 9.15 p.m.

Thursday, 10th February.
Theatre Royal, Benefit Concert, 9.15 p.m.
Daylight Boxing Contest, at the Belle View Stadium, 2.45 p.m.

Saturday, 12th February.
Hongkong Rope Manufacturing Co., Ltd. Annual Meeting at the Company's Office, St. George's Building, Noon.

Volunteers Smoking Concert, 9 p.m.

Tuesday, 15th February.
Jockey Club Races.

Wednesday, 16th February.
Jockey Club Races.

Thursday, 17th February.
Jockey Club Races.

Saturday, 19th February.
Hongkong and Shanghai Banking Corporation, Half-Yearly Meeting, at the City Hall, Noon.

Jockey Club Races, off-day.

Saturday, 26th February.
National Bank of China Limited, Extraordinary General Meeting, 12.30 p.m.

Phoenix Club Smoking Concert, 9 p.m.

THE oldest woman in Prussia, Maria Karla Kias, died last month at Lubersbach, Silesia, aged 114. Born in Russia, Maria went to Germany at the age of 13, and became a naturalised. She entered the service of a farmer, and survived four generations of the same family. She preserved all her faculties till the last, and enjoyed excellent health until five days before her death. Her reminiscences delighted all her hearers. She remembered vividly Napoleon's campaign of 1812, when as a girl of 16 she served food to the French soldiers, being compelled to taste everything herself first, as treachery was feared. Maria lived and died in single blessedness.

CAVAL CHITTY.

Today's Advertisements.

E. A. HEWETT R.
NAVY CONTRACTS, 1910-1911.

SEALED TENDERS, in Duplicate, for the supply of the undermentioned Stores for H.M. Naval Forces on the China Station, will be received by the DEPUTY VICTUALLING STORE OFFICER, H.M. Naval Yard, until Noon, on MONDAY, the 28th February, 1910:—

FRESH BEEF and VEGETABLES
FROZEN MEAT.
SOFT BREAD.
BISCUIT.
RICE.
SUGAR.
SUN HATS.
WASHING BEDDING, CLOTHING, &c.

Forms of Tender and any necessary information may be obtained on application to the DEPUTY VICTUALLING STORE OFFICER. The right to reject the lowest or any Tender is reserved.

H.M. Naval Yard,
Hongkong, 5th February, 1910. [165]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship "ASSAYE,"

Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 19th February, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Persia*, 7,955 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Egypt*, due in London on 1st April, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.
Hongkong, 5th February 1910. [14]

SALON-CINEMA THEATRE,

WYNNDHAM (FLOWER) STREET, OPPOSITE GENERAL POST OFFICE.

FIRST APPEARANCE IN HONGKONG

OF THE FAMOUS COMEDienne

HAPPY NELLIE MARSHALL.

MISS ADA KING

AND MISS RUBY CRYSTAL

IN THEIR NEW REPERTOIRE.

EXCELLENT FILMS. ORCHESTRA IN ATTENDANCE, DAILY CHANGE

OF PROGRAMME. COMPLETE CHANGE TWICE A WEEK.

MONDAY AND FRIDAY, DAILY TWO PERFORMANCES.

First commences: 6.30 half-price. Second commences 9.15.

MATINEES EVERY SATURDAY and SUNDAY 4 p.m. Half-price.

Hongkong, 29th January, 1910. [16]

STATE EXPRESS CIGARETTES.

ARDATH TOBACCO COMPANY, LONDON.

Winfred in Tins of 50 \$0.50

" " Packets of 20 0.20

Chief Whip in Tins of 50 0.50

Splendo in Tins of 50 1.50

" " " 100 3.00

" " " 20 0.65

No. 565 in Tins of 50 0.80

No. 999 " " 1.20

Turkish Leaf No. 1 in Tins of 50 1.50

" " " 100 3.00

Quo Vadis in Tins of 100 8.00

Winfred Navy Cut Tobacco in 1/2 Tins 0.40

These delicious high-class Cigarettes are recognized as the standard

of perfection in quality and mode of hygienic manufacture.

H. PRICE & CO. LD.

WINE MERCHANTS,

Telephone 135.

(opened 19th January, 1910)

12, Queen's Road.

[16]

Intimations.

CHEESE

CHOICE CANADIAN STILTON.

60 Cents per lb.

THE DAIRY FARM Co., LIMITED.

Hongkong, 12th January, 1910. [15]

ASAHI BEER

SAPPORO BEER

TO BE OBTAINED

FROM ALL WINE DEALERS

"SOLIGNUM."

A PERFECT preservative stain for Wood, Stone, and Brickwork.

It protects against Decay, Fungus, Dry Rot, the Ravages of Insects and Vermin (especially the white ant) and the action of the weather.

"Solignum" really does what is claimed for it, as may be seen from the testimonials of the Governments of India, the Sudan

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver, B.C.
The daily Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER
SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to Alteration.)
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"MONTEAGLE" TUESDAY, FEB. 15TH.	"EMPRESS OF IRELAND" FRIDAY, MARCH 15TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 16TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
"EMPRESS OF JAPAN" SATURDAY, MAR. 16TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	
"MONTEAGLE" TUESDAY, MAY 24TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamers at shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Government of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class is Canadian and American Railways.

Via Canadian Atlantic Port £43.
Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

Projected Sailings from Hongkong—Subject to Alteration.

For	Steamship	On
SHANGHAI	"KWONGSANG"	TUESDAY, 8th Feb., Noon.
SHANGHAI, KOBE & MOJI	"NANSANG"	FRIDAY, 11th Feb., Noon.
MANILA	"YUENSANG"	SATURDAY, 12th Feb., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	WEDNESDAY, 16th Feb., Noon.
MANILA	"MAUSANG"	FRIDAY, 18th Feb., Noon.
SINGAPORE, PENANG & CALCUTTA	"LUONGSANG"	FRIDAY, 18th Feb., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LUONGSANG"	TUESDAY, 22nd Feb., Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).
The steamers "Kiangang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafso, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuda, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail
SHANGHAI	"ANHUI"	6th Feb., Daylight.
ILIOLO	"HUNAN"	6th Feb., Noon.
SWATOW & SHANGHAI	"CHANGHONG"	7th Feb., Noon.
BATAVIA, SAMARANG & SOERABAYA	"LUOHOW"	7th Feb., 4 P.M.
MANILA	"TAMING"	8th Feb., 3 P.M.
CEBU & ILOILO	"SUNGKANG"	8th Feb., Daylight.
SHANGHAI	"CHIHWA"	10th Feb., Daylight.
MANILA	"TAI"	10th Feb., Daylight.
SHANGHAI	"OREAN"	15th Feb., 3 P.M.
SHANGHAI	"LINAN"	17th Feb., 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	14th Mar., Daylight.

S.S. "Tian" will sail hence for Manila on 1st February and S.S. "Taming" sails from Manila on 15th inst. for Hongkong. Special reduced return fare of \$50.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED

FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA, TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chien, Linan, Chienkang).

With excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Telephone No. 16.
Hongkong, 5th February 1910.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
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ZAVIRO	1540	R. Rodger	MANILA	MONDAY, 14th Feb., 6 P.M.
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RUBI	1540	A. Fisher	"	SATURDAY, 19th Feb., 4 P.M.
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For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Agents.

Hongkong, 5th February, 1910.

Telephone No. 16.

Hongkong, 5th February, 1910.

Hongkong, 5th February, 1910.

Shipping—Steamers.

THE "SHIRE" LINE OF STEAMERS,
LIMITED.

PASSENGER SERVICE TO LONDON, ROTTERDAM & ANTWERP.

THE Steamship

"CARMARTHENSIRE"

Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about 1st of March.

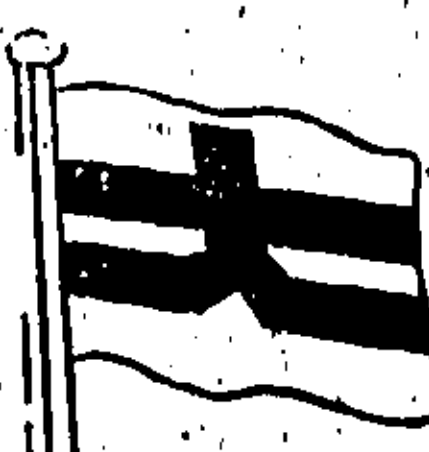
FARE TO LONDON.....£85

A Stewardess and fully qualified Doctor are carried.

For further particulars apply to

JARDINE, MATHESON & Co., Ltd.,

Hongkong, 31st January, 1910.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANSPACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO. Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA VIA MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU" Capt. H. Yamamoto	6,175	WEDNESDAY, 23rd Feb., at Noon.
Do	"TACOMA MARU" Capt. H. Yamamoto		WEDNESDAY, 23rd March, at Noon.
TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA	"FITZPATRICK" Capt. R. E. Hutchinson		FRIDAY, 4th March, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated MIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI, SWATOW & AMOY.	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 6th Feb., at 10 A.M.
ANPING VIA SWATOW and AMOY	"SOSHU MARU" Capt. T. Sugi	WEDNESDAY, 16th Feb., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY and FOOSHOW	"BUJUN MARU" Capt. Y. Fushino	THURSDAY, 17th Feb., at Daylight.

The newly built steamers "OHOSHUN MARU" and "BUJUN MARU" First class Cabin MIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 5th February, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS.

SAILING DATES, 1909

MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID

"MISHIMA MARU," Capt. A. E. Moses, Tons 9000 { WEDNESDAY, 16th Feb., at Daylight.

"KAGA MARU," Capt. M. Hagiwara, Tons 7000 { WEDNESDAY, 16th Feb., at Daylight.

"ATSUTA MARU," Capt. Wm. Thompson, Tons 9300 { WEDNESDAY, 16th Feb., at Daylight.

VICTORIA, B.C., & SEATTLE ("Kagawa" Maru" leaving Hongkong 11th Feb. due Kobe)

"INABA MARU," Capt. K. Kawara, Tons 6500 { WEDNESDAY, 16th Feb. From YOKOHAMA.

VICTORIA, B.C., & SEATTLE ("Iyo" Maru" leaving Hongkong 3rd March due Yokohama)

"TAMBA MARU," Capt. K. Sato, Tons 6500 { WEDNESDAY, 16th March From YOKOHAMA.

SYDNEY AND MELBOURNE, VIA MANILA THURSDAY

"HIKOKU MARU," Capt. M. Yagi, Tons 6000 { THURSDAY, 17th Feb., at Noon.

ISLAND, TOWNSVILLE, KUMANO MARU, Capt. M. Winckler, Tons 6000 { FRIDAY, 18th March, at Noon.

NAGASAKI, KOBE and YOKOHAMA

"KUMANO MARU," Capt. M. Winckler, Tons 6000 { WEDNESDAY, 16th Feb., at Noon.

Kobe and YOKOHAMA

"KANAGAWA MARU," Capt. J. Nagao, Tons 6500 { SATURDAY, 5th Feb., at 5 P.M.

SHANGHAI, MOJI AND KOBE

"HINO MARU," Capt. G. C. Hurry, Tons 6500 { SATURDAY, 5th Feb., at 5 P.M.

BOMBAY, VIA SINGAPORE AND COLOMBO

"DEYLON MARU," Capt. Fred. Pyne, Tons 6000 { WEDNESDAY, 9th Feb., at 5 P.M.

Fitted with new System of wireless telegraphy. * Cargo only. * Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUBUMOTO, Manager.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR,"

Captain G. F. Hudson, will be despatched for the above Ports on TUESDAY, the 8th February, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 2nd February, 1910. [160]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM,"

Captain Hood, will be despatched as above on TUESDAY, the 8th February, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 24th January, 1910. [127]

HONGKONG—BOSTON AND NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

S.S. "MUNCASTER CASTLE" 15th Feb.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 18th January, 1910. [122]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VANCOUVER, B.C., TACOMA & SEATTLE

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

Oceanic 4,657 F. W. Davies 18th Feb.

Kumera 6,233 J. Mathis 10th March

America 4,363 J. Boyd 7th April

Superior 4,363 J. Boyd 11th May

Oceanic 4,657 F. W. Davies 2nd June

These steamers are specially fitted for the carriage of Atlantic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Building, Hongkong 17th January, 1910. [117]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"OARNARVONSHIRE,"

Captain W. Gregory, will be despatched as above about 21st February.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 17th January, 1910. [111]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "PATHAN" On or about 28th Feb.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 2nd February, 1910. [111]

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"CARMARTHENSIRE"

Captain R. L. Daniel, R.N., will be despatched as above about 1st March.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 31st January, 1910. [145]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"WELSH PRINCE,"

will be despatched for the above Ports on TUESDAY, the 8th March, 1910.

For Freight or Passage, apply to

ARNHOLD, KARBURG & CO., General Agents.

Hongkong, 31st January, 1910. [149]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. Walker.

"KWONG SAI" Capt. M. S. Crowe.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co., Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PERCENTAGE OF DIVIDEND FOR YEAR ENDING QUARTER 1908	C. SING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$2,000,819	Interim of £2 for account 1909 @ ex 1/91 = \$21.72	4 %	\$995 sellers London £92 1/2
National Bank of China, Limited.	99,925	7	6	\$4,000 \$3,000	\$30,552	\$2 (London 3/6) for 1909		\$73 1/2 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$154,181 \$105,799 \$110,000 Tls. 110,000 Tls. 115,213 Tls. 116,185 \$1,000,000	none	\$10 for 1908	7 %	\$145 sales
North China Insurance Company, Limited	10,000	15	15	\$1,000,000 \$1,000,0				

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Intimations

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

ESTABLISHED IN 1885 CAPITAL ₱3,000,000



"LA FLOR DE LA ISABELA."

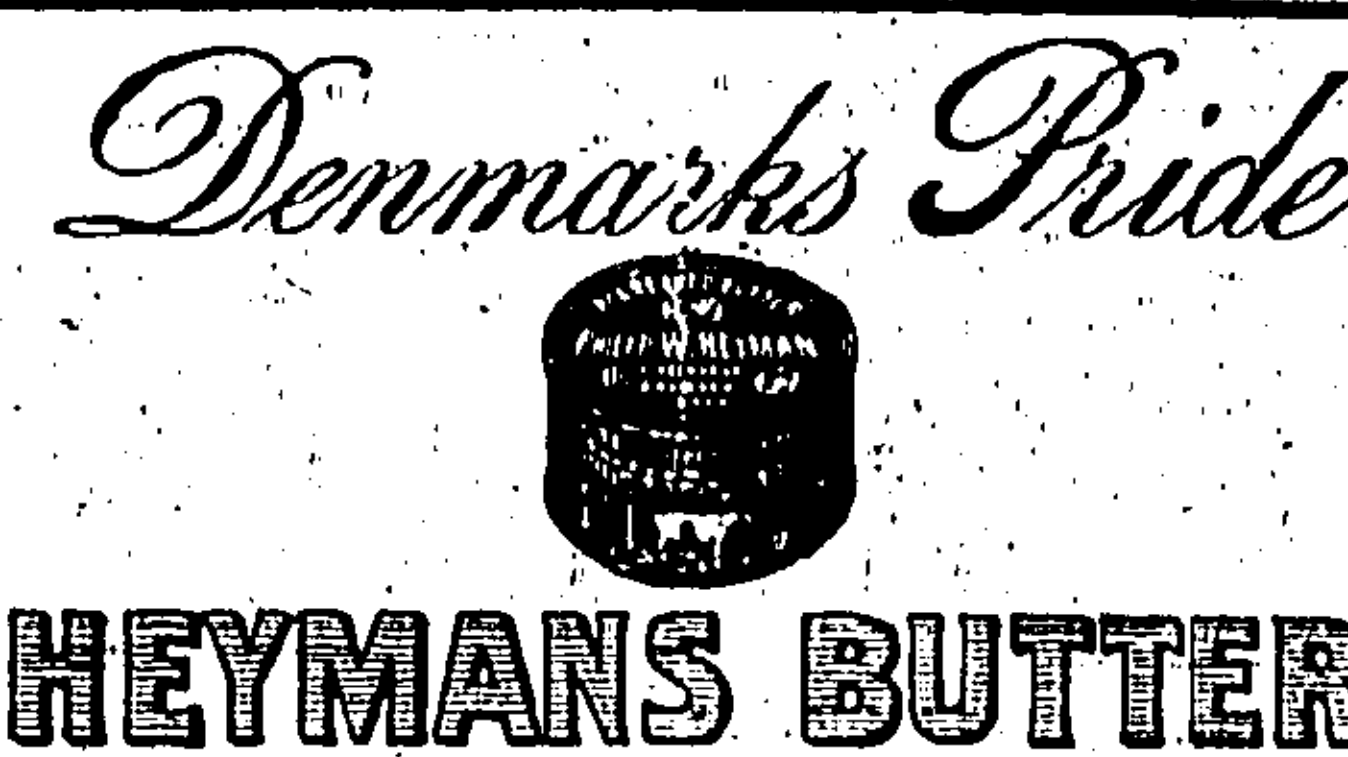
High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vagueiros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Pericos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO., AGENTS.



SIEMSEN & CO., Sole Agents.

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GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO., General Managers. Hongkong, 12th August, 1909.

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 3rd January, 1910.

REGRET

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VISIT

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in CEYLON PRECIOUS

STONES

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Hongkong, 12th August, 1909.

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HONGKONG.

Hongkong, 12th September, 1909.

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